



**SCOTTSDALE AIRPORT ADVISORY COMMISSION
PUBLIC MEETING
Scottsdale Airport Terminal Lobby
15000 N. Airport Drive, Scottsdale, AZ
April 8, 2015**

MINUTES

PRESENT: Steve Ziomek, Chairman
Ken Casey, Vice Chairman
Brad Berry
John Celigoy
Michael Goode
Bob Hobbi
William Schuckert

STAFF: Sarah Ferrara, Aviation Planning & Outreach Coordinator
Shannon Johnson, Management Analyst
Gary Mascaro, Aviation Director
Chris Read, Airport Operations Manager

GUESTS: Jim Harris, Coffman Associates
Matt Quick, Coffman Associates

CALL TO ORDER

Chairman Ziomek called the meeting to order at 6:00 p.m.

ROLL CALL

A formal roll call confirmed the presence of all Commissioners as noted above.

PLEDGE OF ALLEGIANCE

Chairman Ziomek led the meeting in the pledge of allegiance.

AVIATION DIRECTOR'S REPORT

Aviation Director Mr. Gary Mascaro noted he had nothing to report.

APPROVAL OF MINUTES

1. Approval of Minutes

Regular Meeting: March 11, 2015

Vice Chairman Casey made a motion to approve the minutes of the March 11, 2015 regular meeting. Commissioner Goode seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

PUBLIC COMMENT

No members of the public wished to address the Commission.

REGULAR AGENDA ITEMS 1 - 9

1. Discussion and Possible Action Regarding Application for Airpark Aeronautical Business Permit for TWC Aviation, Inc. to Conduct Aircraft Sales and Services

Mr. Mascaro noted that TWC Aviation, Inc. is operating in the Airpark and confirmed that no representative was in attendance. Chairman Ziomek commented that in the past the Commission has decided to withhold approval until a representative appears before the Commission. Mr. Mascaro said it is up to the Commission to take one of three possible actions:

- Table the decision until the next month
- Ratify the application
- Not ratify the application, in which case the business would be shut down

Vice Chairman Casey made a motion to table the application until the next meeting when a representative could appear. Commissioner Goode seconded the motion, which carried by a vote of five (5) to two (2), with Commissioners Celigoy and Schuckert dissenting.

2. Discussion and Possible Action Regarding Application for Discussion and Possible Action Regarding Application for Airpark Aeronautical Business Permit for North Central Aviation, LLC to Conduct Aircraft Charter Services

Management Analyst Ms. Shannon Johnson stated that North Central Aviation, LLC is looking to ratify their permit for aircraft charter services. The applicants had called her earlier in the day explaining that they would make an effort to fly in for the meeting. They are not normally based in Arizona. This company is managing one owner's aircraft that is based at the Airport for part of the year while the owner is at his home in the Valley.

Commissioner Goode said that since North Central is not doing business in Scottsdale as a business entity he would be prepared to ratify the application.

Commissioner Goode made a motion to ratify the Airpark aeronautical business permit for North Central Aviation, LLC to conduct aircraft charter services. Vice Chairman Casey seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

3. Discussion and Possible Action Regarding Quarterly Noise Complaint Summary Report

Aviation Planning & Outreach Coordinator Ms. Sarah Ferrara presented the report for the first quarter of 2015. The Super Bowl weekend generated nearly 100 complaints. She noted that the three most frequent complainants made roughly 65% of all the complaints. Staff believes that some of the adjustments that have recently been made have heightened awareness and are driving the number of complaints.

Commissioner Celigoy inquired about the RNAV departure procedure that was put in place for the Super Bowl week. Mr. Mascaro confirmed that it is still in effect. It is controlled by the Phoenix TRACON and Scottsdale Airport has no control over that departure procedure.

4. Discussion and Possible Action to Adopt Resolution No. 10038 Authorizing the Adoption of the Scottsdale Airport Master Plan

Mr. Mascaro announced that the Airport Master Plan is in final draft form. Mr. Jim Harris, President of Coffman Associates and Mr. Matt Quick of Coffman Associates, presented the Airport Master Plan.

Mr. Harris clarified that the forecast includes both Airport and Airpark operations and based aircraft.

The presentation included a discussion of the D-III design standard to serve aircraft up to 100,000 pounds. Mr. Harris summarized that this is really not practicable at Scottsdale. However the FAA recognizes the importance of serving aircraft up to 100,000 pounds. The Master Plan documents that the FAA has agreed to stay with the D-II designation, while keeping the pavement strength at 75,000 pounds and maintaining the PPR, which will allow the 100,000 pound aircraft to continue to operate at the Airport. This solution was arrived at in collaboration with the FAA.

Mr. Mascaro clarified that the runway is currently certified to 75,000 pounds. The PPR remains in place and staff conduct pavement evaluations to ensure that the pavement is properly maintained. He added that few aircraft over 75,000 pounds take off from the Airport.

Mr. Quick reviewed highlights of the Master Plan. The runway and taxiway system is largely determined by FAA requirements and safety regulations, so there is not a lot of flexibility. The hangars, apron areas and terminal building is much more fluid and can be refined over time. The major projects outlined in the Master Plan are:

- Pavement reconstruction and rehabilitation
- Terminal area development
- Leasehold redevelopment
- North ramp linear box hangar development for smaller aircraft
- Self-service fuel facilities for single engine aircraft

Vice Chairman Casey inquired about the D-III design standard. Mr. Quick said it is not practical, primarily because taxiways would have to be relocated. Mr. Mascaro said the wingspan of larger aircraft is also an issue. It might mean that the runway and taxiway system has to be completely cleared before these craft could take off or land.

Mr. Quick reviewed the capital improvement program and the Airport Layout Plan (ALP). In the final phase of the Airport Master Plan, the FAA and ADOT will review and approve the ALP drawings as a blueprint for future development.

Mr. Harris added that some of the Commissioners sat on the Planning Advisory Committee and heard the presentation by Dr. Lee McPheters of ASU on the economic benefit study. He reviewed the most salient points of Dr. McPheters' study. The cost of capital improvements must always be balanced against the economic benefits the Airport brings to the City. The combined economic impact of the Airport and Airpark is estimated at \$536 million for 2014. Aviation activity supported almost 3500 jobs with annual income of approximately \$186 million. The non aviation related businesses at the Airpark provide 50,000 jobs and the economic impact of these spinoff activities is about \$8.2 billion. The Airport alone is home to 61 private employers with revenues of \$134 million, employing 588 people in aviation with total annual income of \$40 million. At the Airpark there are 104 aviation related firms with revenues of \$150 million. These companies employ 818 people with total annual income of \$49 million. Visitors landing at Scottsdale inject a daily average of \$120,000 into the local economy.

Chairman Ziomek commended Coffman Associates for the good job they have done on the Airport Master Plan, which is well thought out and addresses all the major concerns and questions. He asked what it means to say that Scottsdale is classified as a reliever airport for commercial service.

Mr. Harris said the FAA set up the reliever airport category some years ago with the intent that it would comprise general aviation airports close to commercial airports that were operating close to their capacity, so that general aviation traffic could use the reliever airport rather than the commercial airport.

Commissioner Hobbi congratulated Coffman Associates on their work. He asked whether the public comments had been recorded. Mr. Harris said the public outreach was in the format of workshops so that people could come and go at their convenience. The public was given the opportunity to ask questions and comment sheets were available. Commissioner Hobbi inquired whether anyone had made negative comments or objections to expanding the Airport. Mr. Harris said once people understood that there are no plans to extend the runways or expand capacity they were not concerned. Commissioner Hobbi said it is important to note for the record that the Airport Advisory Commission is receptive to public commentary and input.

Commissioner Schuckert attended four of the five public meetings. The Airport Master Plan is comprehensive and Coffman Associates did a great job. They were exceptionally responsive to comments from the Committee.

Chairman Ziomek noted that during Super Bowl week Scottsdale handled 48% of the general aviation traffic in the Valley. He asked how the economic impact of Scottsdale Airport compares to other airports in the Valley. Mr. Harris said that Dr. McPheters' methodology ensures that apples to apples comparisons can be done with the other Valley airports. All the airports have significant economic benefits from jobs and general economic benefit to their regional area. However Scottsdale Airport and Airpark are unique and the economic benefits are quite large.

Commissioner Celigoy asked what practical impact the projections have with respect to FAA airspace policy. Mr. Harris said the FAA does take into account the traffic at all the airports in the region.

Mr. Harris thanked everyone who was involved in developing the Airport Master Plan and the Airport staff.

Vice Chairman Casey made a motion to adopt Resolution No. 10038, authorizing the adoption of the Scottsdale Airport Master Plan. Commissioner Schuckert seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

5. Discussion and Possible Action to Recommend Approval of Case 4-TA-2015, a Text Amendment to the City of Scottsdale Zoning Ordinance (Ordinance No. 4xxx) for the Purpose of Repealing Appendix A - Airport Zoning

Mr. Mascaro reminded the Commission that the vicinity development guidelines that were implemented in collaboration with the Planning Commission now cover noise sensitive developments and height restrictions around the Airport. They have been in place since October 2014. The next step is to repeal Appendix A of the Airport Zoning Code as it is outdated and has been superseded by the vicinity development guidelines in Chapter 5.

Vice Chairman Casey made a motion to recommend approval of text amendment 4-TA-2015. Commissioner Schuckert seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

6. Discussion and Possible Action to Proposed Modification to the Airport Rules and Regulations, Article 1, Definitions - Major Alterations and Repair

Airport Operations Manager Mr. Chris Read explained that this is needed to correct a typographical error. FAR Part 43 Appendix A sections (a) and (c) are currently listed. However, section (c) should be changed to section (b).

Commissioner Goode made a motion to approved the proposed modification to the Airport Rules and Regulations, Article 1, Definitions - Major Alterations and Repair. Vice Chairman Casey seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

7. Discussion and Input Regarding Airport and Airpark Aeronautical Business Permit Additions, Cancellations or Revocations

Ms. Johnson stated that Global Jet has canceled their aircraft charter permit but kept their management permit.

Landmark Aviation now has a separate account number for the charter department, along with a separate permit.

8. Discussion and Input Regarding Monthly Operations Report for March 2015

Mr. Read presented the operations report for March 2015. He noted that in March the Airport had over 5,000 IFR operations for the first month since March of 2007.

Underground work continues on the operations center. Taxiway Bravo rehabilitation is out to bid. Taxiway Alpha is in the design phase.

U.S. Customs Service revenue fiscal year to date is at \$355,850. Anticipated expenses are approximately \$200,000. The service was used 111 times during March and total fiscal year to date uses is at 644. During March 17 flights came in under the U.S. Visits program.

Mr. Read confirmed to Vice Chairman Casey that the number of based aircraft includes both the Airport and the Airpark.

9. Discussion and Input Regarding Monthly Financial Reports for February 2015

Ms. Johnson presented the monthly financial report for February 2015. Revenues are approximately 17% above their projections. Expenses are about 19% below budget. Revenues are up by 19% compared to February 2014.

The Aviation Fund cash balance was around \$11.25 million at the end of February. The aged accounts receivable are doing well as there are credit balances in several of the columns. Most of the late balances will be resolved by the next report.

Chairman Ziomek asked whether self-serve fuel will still result in revenue of 8 cents per gallon and Ms. Johnson confirmed that it will. Any aircraft owner who wants to use the avgas self-serve facility will be authorized to use it.

10. Discussion and Input Regarding Public Outreach Programs and Planning Projects

Ms. Ferrara said the Airport's Super Bowl video has been highlighted by the NBAA No Plane No Gain campaign.

She and Mr. Mascaro hosted a program on Money Radio.

Last weekend's Run the Runway surpassed the previous two years, with over 1500 participants attending. She thanked everyone for accepting the inconvenience of closing the Airport on Saturday morning. It attracted much media coverage and benefits a good cause, Playworks.

Two projects within the Airport influence area were listed in March.

Seven voluntary curfew letters were sent in March.

11. Discussion and Input Regarding Status of Items to City Council

Mr. Mascaro said the engineering services contract will be on the City Council agenda next week.

The Airport Master Plan will go to City Council on May 12. Coffman Associates will make the same presentation as this evening to the Council.

Appendix A will go before the Planning Commission on April 22 and will be before City Council also on May 12.

12. Discussion and Possible Action to Modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar

No changes were requested.

FUTURE AGENDA ITEMS

Commissioner Celigoy asked whether the Commission needs to discuss a response to the letter that was presented to them. Chairman Ziomek and Mr. Mascaro concurred that they did not. This will be agendized for a future meeting.

PUBLIC COMMENT

No members of the public wished to address the Commission

ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:06 p.m.

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